

## THE RUSH OF WATERS.

CONTINUED FROM THIRD PAGE.

telegraph poles along this route are all down. The residents in the neighborhood of Ransom and the small places between that place and Pittston are in a most terrible state of anxiety as to what will occur when the weather subsides. The hard grasp of the ice gorges and transforms the vast accumulations of snow on the mountains into running streams. They say that the dangers of a more terrible flood than has yet occurred are approaching. The telegraph wires are down at Pittston. A number of small boats made their appearance on the river to-day to ferry passengers across, but very few were willing to risk the dangers of the river to cross it. The first passenger crossed as a companion in the Post office, who came over in a skiff, although impeded by hundreds of the banks not to make the attempt.

## STOPPAGE OF MINES.

To-day a large number of mines stopped work in consequence of their being unable to ship coal from this point over the Lehigh Valley and L. & E. Railroads. The Pennsylvania Coal Company announced last six mines had been closed.

The following are the damages to railroad bridges on the Delaware. All the planing mills located up town near the river, were forced to suspend operations to-day in consequence of the flood which had night. Great quantities of lumber passed down with the current at an early hour this morning.

## THE PATH OF DEVASTATION.

The HERALD correspondent secured passage early this morning on a boat which had been chartered and moved down the river road to investigate the damages resulting from the deluge of yesterday evening, but had progressed only a couple of miles to a railroad station known as Port Jernard, when he found no advice by boat could be obtained. He then took one of the donning moccasins of a canoe, with which he travelled the line of the plank road for a quarter of a mile, passing on his way on the right bank of the river, great numbers of massive trees lay, and on his left the houses stood in some places quite out of sight and the houses flooded to the window sills. One schoolhouse, located in a grove, was nearly out of sight, and but for the fact that the current is strong, would have made him no difficulty in getting across the stream. At Plainsville the Lehigh Valley railroad depot is half out of sight.

Several freight cars, with their contents, together with freight in the depot, are ruined.

FRAGMENTS OF BRIDGES.

Just below this point and about four miles below Pittston are seen two spans of the old covered bridge and one span of the new bridge, all of which are lodged in the ice, apparently out of little damage.

A few rods below is another span of the new bridge, twisted and rolled into a ball of wood and iron. The remaining two spans of the new bridge and a number of timber of the old bridge must have been smashed to pieces and sunk beneath the heavy cakes of ice.

There is no sign of their whereabouts. At this point the waters have cut a deep ravine westward through the pines of the eastern slope, and covered the entire bed, even into Kingstonborough, just west of Wilkesbarre. Kingston is a beautiful village, of about 1,000 inhabitants, and its main street is now traversed only by skins, and families are deserting their homes for more secure locations.

Against the sides of the mountain from this point, where the waters overflow the banks of Port Jernard to the Wilkesbarre bridge, the channel presents a spectacle of very great interest and danger, than any other point below Ransom. The ice is piled up in masses in some places fifteen to twenty feet in height and is held in its place only by the gorge below and the rigidity of the winding river will be stopped or over 100 miles.

WILKESBARRE THREATENED.

But this is not by any means the greatest impending disaster to the populous city of Wilkesbarre, for it is threatened with a natural gorge. The stream is very narrow, and on either side rises in perpendicular form the rocky sides of the mountains. Great apprehensions are entertained lest the ice become dammed here, and the water back up, sackcloth and fastest higher than ever, and the entire valley will be submerged. This phase of the break-up is not a freak of imagination. It is altogether probable, in view of the unfortunate store fire, yet to occur, that the ice will rise higher. All the breakers of the Wilkesbarre Bridge have succumbed to the strength of the prevailing elements, and several stones of one of the piers have gone into the water, and are now high enough so that they are now the water mark to the city, to make travel impossible. The gas works are flooded and the city is in darkness, adding additional gloom to the eventful times.

WATER IN THE MINE.

The water has reached the mine openings in several places between Pittston and Wilkesbarre, and begun to flood the anthracite regions below. Last evening measures were taken to stop the damage by cementing up the openings, and the work still on. An attempt on the Lehigh Valley Railroad are stopped at Wilkesbarre, their progress further being impossible for several days, even should future events be most favorable. The Union, Salt, Soda, and Potash Company, in the stores of the railroad company, and great inconvenience must be experienced thereby.

All things considered justify the gravest apprehensions not only for the bridges, but for the towns of Wilkesbarre, Plymouth, and Nanticoke, and portions of the Lehigh Valley. The Province will save the valley from still greater damage than this we have already acquainted you with.

## THE LEHIGH RIVER.

MAUCH CHURN, Pa., March 17, 1875.

No danger is apprehended from the Lehigh River. The warm weather of the past few days has removed an immense quantity of ice, and the channel is now clear.

## THE HUDSON.

RISING OF THE WATER AT ALBANY—NO IMMEDIATE PROSPECT OF A BREAK UP.

ALBANY, March 17, 1875.

The water in the Hudson has risen over three feet at this city within twenty-four hours, but the ice being of great thickness it will require a very heavy frost to cause a break up. The cold weather now prevailing will probably prevent a respite at present. Advices from places along the Mohawk River show that the ice is firm and not wasting any, owing to the cold weather which has again set in. The water has risen considerably from the effects of the recent thaw, and at Palatine Bridge, where a large creek enters the river, it was overrunning the flats.

## ON LONG ISLAND.

The floods on Long Island in consequence of the late rains and the spring thaw are causing a great deal of trouble and damage along the railroad lines. On the Southern Railroad the track has been washed near Valley Stream to such an extent as to render impassable for trains, and passengers have to be transferred across the break. There is also a wash near Springfield, though not so serious. Trains, however, are very nearly on time. On the Long Island road considerable damage has been done, the main track being badly washed between Farmington and Jerusalem and between Islip and Brentwood. Passengers are transferred at the break, as on the southern road. No damage of consequence is yet reported on the Central.

## SNOW BLOCKADE.

ST. PAUL, Minn., March 17, 1875.

All the railroads leading to and from the city have been blocked with snow since Monday last. The telegraph is the only means of communication with the outside world. Telegraphs are in active use in the districts, and the weather is bad. It is hoped the delayed trains and mails will begin to arrive to-night or to-morrow.

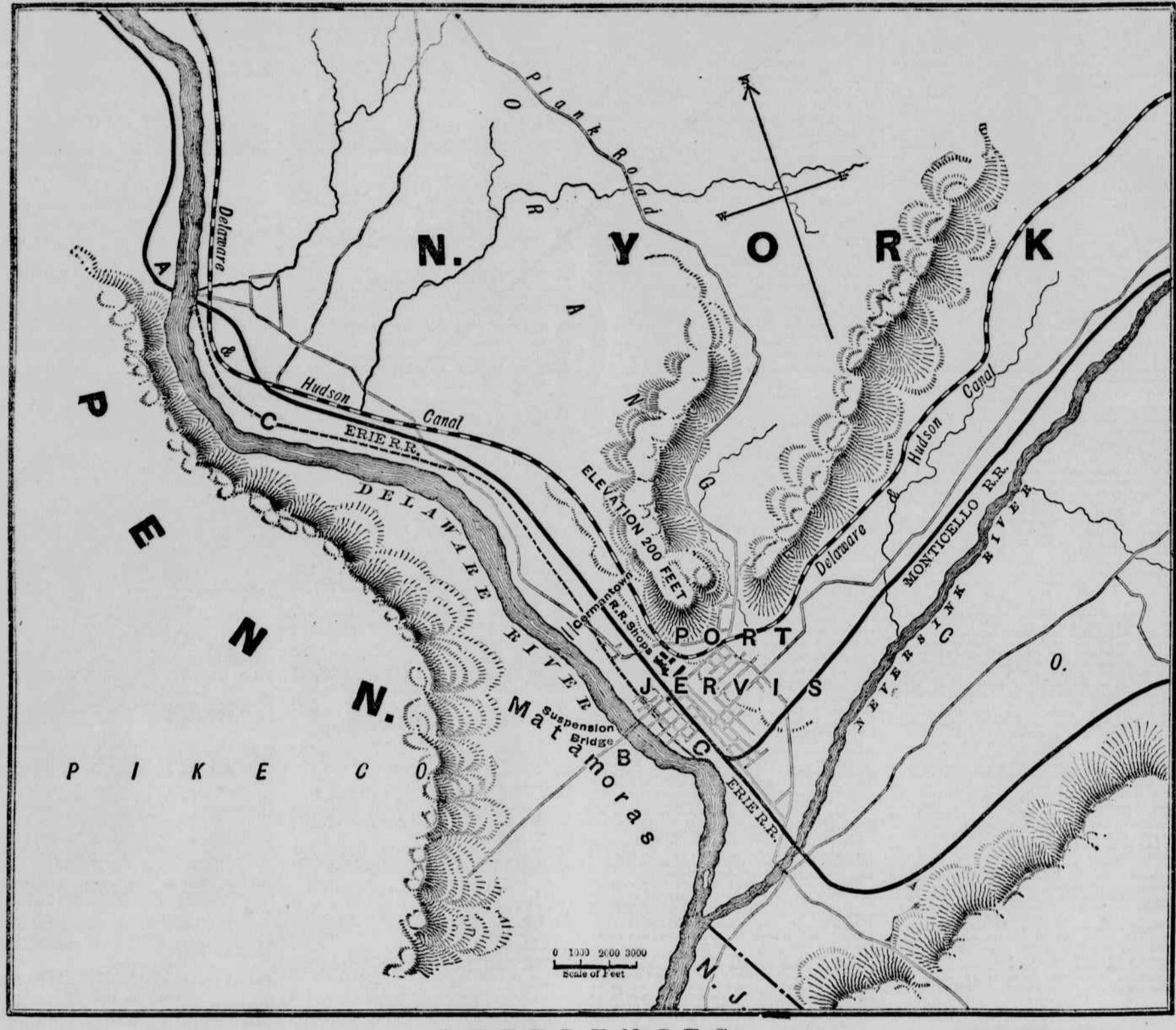
## THE WEATHER, YESTERDAY.

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding date of last year, as indicated by the thermometer at Madison's Pharmacy, Herald Building:

	1874.	1875.
Sun. 16.	36° 35'	36° P. M. 47° 26'
Sun. 17.	36° 35'	36° P. M. 47° 26'
Sun. 18.	36° 35'	36° P. M. 47° 26'
Sun. 19.	36° 35'	36° P. M. 47° 26'
Avg. Temp. yesterday.	36° 35'	36° P. M. 47° 26'
Avg. Temperature yesterday.	36° 35'	36° P. M. 47° 26'
Avg. Temperature for corresponding date last year.	36° 35'	36° P. M. 47° 26'

## PORT JERVIS.

## Map Showing the Town, the Country Flooded Yesterday and the Positions of the Bridges Carried Away.



A—Railway Bridge carried away.

B—Suspension Bridge carried away.

C—C—Dotted lines showing the country flooded.

## TWO STEAMSHIP LINES SUSPENDED.

For some time past the steamship trade between this port and New Orleans has been steadily declining, the final result being that the two well known weekly lines of steamships, run by the old and respected firms, Messrs. Mallory and Mr. F. Bass, have discontinued their runs, leaving only the Cromwell line in the trade. Last evening a HERALD reporter called upon Mr. Seaman, one of the agents of that line, and he said the trade between New Orleans and this city is not good, and that the port of New Orleans is not the greatest resort for cotton that it used to be. As things stand at present there is not work for more than one steamship line. Sailing ships have more than one steamship line, and the port of New Orleans is not the greatest resort for cotton that it used to be. This has been brought about by the great depression of trade, politics in Louisiana, and the fact that most of the cotton which formerly took its way to New York in transit for Europe, is now shipped direct to New Orleans from Europe to New Orleans. New York is not the greatest receiving port for cotton that it used to be. As things stand at present there is not work for more than one steamship line. Sailing ships have more than one steamship line, and the port of New Orleans is not the greatest resort for cotton that it used to be. Matters not take a more favorable turn steamships will not succeed in making more than one steamship line.

The steamship trade to Savannah has of late decreased to half its former extent.

## NATIONAL GUARD CHANGES.

Colonel George W. Wingate has been appointed by Governor Tilden Assistant Inspector General and General Inspector of Rifle Practice, with the rank of Colonel of the National Guard, State of New York.

General Tilden has appointed Thomas S. Dakin, of Brooklyn, Major General of the Second Division, and directed him to assume command at once.

Decreased to half its former extent.

## NOTICE TO MERCHANTS AND CAPTAINS.

MERCHANTS, shipping agents and ship captains are informed that by telegraph to the HERALD London Bureau, No. 6 Fleetstreet, the arrival at and departure from European ports, and other ports abroad, of American and all foreign vessels trading with the United States, the same will be cabled to this country free of charge and published.

Persons desirous of communicating with vessels arriving at New York can do so by addressing to such vessels, care of HERALD newsyachts, pier No. 1 East River, New York. Letters received from all parts of the world and promptly delivered. Duplicates are required.

## OUR CABLE SHIPPING NEWS.

AMSTERDAM, March 16—Arrived, bark Johanna (Ger.), Koeck, Savannah via Queenstown.

BALTIMORE—Arrived, barks Maria (Sp.), Vicente, Savannah, Carlos (Sp.), Blanco, New Orleans.

CARDIFF, March 17—Arrived, bark Geo Peabody, White Star Line.

CARIBBEAN—Arrived, bark Grace (Br.), Wm. Peacock, Liverpool.

CASABLANCA—Arrived, bark Grace (Br.), Wm. Peacock, Liverpool.

CHESTER—Arrived, bark Grace (Br.), Wm. Peacock, Liverpool.

CHESTERFIELD—Arrived, bark Grace (Br.), Wm. Peacock, Liverpool.

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